

2/6/2026

**FOR YOUR INFORMATION**

2026-46/5-18

2318362

To: Airport Manager, Amsterdam Airport Schiphol (EHAM/AMS), Netherlands

Info: FAA (AFS-260, AFS-200, NYC-IFO, AVP-1), ATSG, ALPA, IFALPA, APA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NBAA, NTSB, Royal Schiphol Group

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: EHAM/AMS Airport Taxiway Markings

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2318362

### DATE / TIME

Date of Occurrence 202512  
Local Time Of Day 1201 to 1800

### PLACE

Locale EHAM.Airport  
State FO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground EHAM  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### COMPONENT 1

Aircraft Component Brake System

### PERSON 1

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2318362

### PERSON 2

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2318392

### EVENTS

Anomaly Aircraft Equipment Problem - Less Severe  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Excursion - Taxiway  
Anomaly Ground Event / Encounter - Object  
Detector - Person Flight Crew  
Result - General Maintenance Action

### NARRATIVE 1

Given a very tight turn from V5 taxiway to join V. There is no taxiway line painted for this turn as we were returning to the gate for a mechanical issue and a bit nonstandard as Taxiway V is used primarily as a one-way taxiway for departure.

I tried using my best judgement to stay on what I believed to be the centerline, but ended up slightly off and taxied over a rubber taxiway reflector/light. There was no damage to either the landing gear or reflector.

### NARRATIVE 2

We were operating Aircraft X from AMS to ZZZ. The day started off normally, well rested and prepared for duty. The crew reviewed the flight plan and were prepared for a normal flight. Upon arriving at the gate we

needed to wait for a late inbound aircraft and were subsequently delayed. Once boarded, preflight activities proceeded normally and we pushed and began the taxi out. At that time I don't recall any issues with brake temps.

When we were cleared to taxi we were fourth in line for the runway (two Company X air carriers and a Company Y air carrier before us). I felt like it was a normal taxi out with the exception it seemed like the first Company X plane would, speed up and slow down a lot. I remember feeling like the plane was creeping pretty fast and thinking I didn't remember Person A using much thrust at all. Our taxi instructions were B C Y V to holding point V4 for 36L. Approaching V the Relief Pilot pointed out the BRAKE TEMP light had illuminated. When selecting the status page the Brake Temperature Monitoring System (BTMS) indicated we had reached a 5 on the rear two left brakes and the left rear right brake. We ran the checklist which seemed really geared to a Rejected Takeoff (RTO) or an overheat upon landing, the guidance on overheat on taxi-out seemed not so clear. We advised ATC we needed some time [to] diagnose an issue and were instructed to exit V at VS and stop at P6. We parked there and continued to discuss the issue.

We worked through the chart during which time the rear right brake on the left main gear got to a 6 while both rear brakes on the right main gear were now at 5 (according to the chart is in the caution range). The chart also indicated that a write-up and inspection was required after temps in the caution range. At this time we looped in Dispatch and Maintenance Control to verify. However, as we indicated before it seemed geared towards a high energy stop vs. taxiing out with hot brakes after a quick turn. We concluded that an inspection was required and needed to return to the gate. ATC assigned us a taxi route of VS to V and hold at holding spot VK. Making the turn at V the aircraft behind us advised we had run over the rubber taxiway edge reflector.

After that we continued to the gate without an issue and both the brake temps and reflector impact were written up in the maintenance log. Maintenance was able to clear the brake inspection quickly and the Dispatcher issued a new flight plan with a faster cost index to make up the time. We advised Operations at this time we needed a fuel truck for the new fuel load. The maintenance personnel advised they needed to jack the gear up to inspect the underside of tire for the reflector damage. Upon further discussion we decided to simply push the aircraft 2 meters back to inspect the tire that way. We advised Operations who got us a push tug for the inspection and to leave. The tug driver upon arrival was only able to push for the maintenance inspection not for departure, advising that someone else would need to return for the departure push but they would likely be another 90 minutes.

The maintenance inspection for the tire was completed and subsequently we ran out of duty time while waiting for the tug to return. The company then advised that they were working on having us stop in ZZZ1 to be able to continue within our allotted 117 duty time. We elected to not advise the customers til the decision was made. When the decision was made, unfortunately the app advised the customers before we could provide a narrative to them. We made the announcement and explained what would happen that they would make it to ZZZ. Several customers were upset wishing to leave the aircraft. As we were at a hard stand and no busses we knew that would take time, we consulted Operations and Chief Pilot and were advised to tell them egress was not possible.

We were waiting for the new flight plan for approximately 30 minutes and when the new release was issued proceeded to prepare the FMS for the new route. After two attempts the FMS continued to load the ZZZ1 ZZZ leg instead of the AMS ZZZ1 leg. After the second attempt I elected to manually enter the flight plan, however after doing so, it showed somehow an 8400-mile journey. I attempted to figure out my error in loading but was unsuccessful. So I cleaned and started again, this time I was successful. We were unable to get enroute winds or departure data for the manual route so we asked Dispatch for the data and entered the winds. While I proceeded with loading this the FAs advised the food had gone bad and smelled. We got Catering onboard and they advised they thought it was fine. Subsequently, the FAs were advised by their managers in Operations not to serve it.

Finally, we were ready to push again for ZZZ1 and got the push. By the time we had pushed we were at our duty time limit to ZZZ1. The Captain then confirmed the times with Dispatch and crew scheduling and we returned to the gate.

## **SYNOPSIS**

Air carrier flight crew reported taxiing over the rubber taxiway reflector while returning to the gate. The Captain noted there was no taxiway line painted for the turn from Taxiway V5 to V at EHAM Airport.